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## DEATH.

At Hankow, on the 5th August, 1900, of heat  
apoplexy, U. G. S. I. THORNTON, Boat Officer, I.M.  
Customs, aged 36 years.

## The Daily Press.

HONGKONG, August 16th, 1900

THE advance of the Allied Troops upon Peking has so far been pretty rapid since the defeat of the Chinese at Peitsang, when after seven hours' fighting they were driven out of their entrenchments at that place. The Allies then marched on to Yangtsun, where they again found the enemy strongly entrenched, but succeeded in dislodging them on the 8th instant. Thence they toiled on to Nan-tai-tsun, up to which point the railway and road ran nearly parallel; but the Allies, following the road, proceeded to Hosiwu, where they arrived on the 10th inst. On the following day they succeeded in reaching Anping, or Ngan-ping as it is called on some maps, only twenty-seven miles from the capital. At this rate of progress the Relieving Army should have reached Tungchow on the 13th inst., and may now even be encamped under the walls of Peking. This is supposing all to have gone well, and no serious opposition made to their progress, but it is hardly likely they would be permitted to approach within cannon-shot range of the walls of the city, much less to enter its sacred precincts without a struggle. The Boxers are in enormous force in and around Peking, and the so-called Imperial Government would have at least 30,000 to 40,000 disciplined troops at their command. It is probable that a desperate stand would be made outside the city walls, and every effort put forth to overpower the invaders by sheer weight of numbers. In the event of that failing, they would most likely fall back within the walls and commence a fresh defence behind those ramparts. The result, however, can hardly be in doubt. The walls can easily be breached with modern artillery, and after that the Allies may be trusted to break down further resistance. At the same time this

will not prove a mere walk over. Tientsin was not captured without loss and the entrenchments at Peitsang and Yangtsun cost the Allies many valuable lives, and much hard fighting. Meanwhile the public are asking what the Allies will find in that city of mystery, Peking. That the bulk of the Foreign Ministers and the inmates of the Legations are alive seems probable, but we have no certainty that in the last few days of suspense and starvation the tale of murder may not have been completed, and on arrival no further light obtained, which may throw a ghastly radiance on this tragedy. Or the Allies may, on entering Peking, find that it is the capital no longer; that the seat of power has been removed to Sian-fu, the capital of the province of Shensi, and that the surviving foreigners have been taken there as hostages. We trust that this will not prove to be the case. If the latest received messages from the Legations are to be relied upon, such a move was not in contemplation, and it is more probable that the so-called Government will try and brazen it all out on the ground of non-responsibility for a struggle they were not the first to provoke. The Chinese urge that the allies commenced hostilities by firing on the forts at Taku, quite ignoring all that had preceded that event. It is sincerely to be hoped that the concord between the Treaty Powers will stand the test of time, reverses, troubles of all kinds, and that the policy of pin pricks will not be resumed by the French. The Allies should early decide upon one common line of action and act loyally on its terms. Otherwise they may all have weighty reasons in the not distant future to repent having allowed mutual distrust or petty jealousy to stand in the way of a satisfactory settlement of the Chinese Puzzle.

SIMULTANEOUSLY with the effective co-operation which has at last been secured among the various nations who are represented by troops up north, a serious situation threatens to develop in Shanghai owing to the miserable intrigues and jealousies of those who are all equally interested in the safeguarding of the Settlements of that port. The Goorkhas and Bombay Infantry under the command of General CREAGH arrived there on Tuesday, but did not proceed to land. The *China Mail's* Shanghai correspondent, in his despatch published yesterday afternoon, says that this was owing to the intrigues of the French and American Consuls with certain American missionaries in the employment of the Chinese, helping to frustrate the action of the British authorities. In the case of the French Consul this action does not occasion much surprise, for, as we have already pointed out, there was a very strong suspicion that the Comte de Bezaube was engaged in a secret arrangement with Li Hung-chang, who is not still stopping in Shanghai without a reason. But with regard to the U. S. Consul, strong doubts will certainly be entertained of his complicity in any such unfriendly action against the British, more especially after reading Reuter's telegram of the 13th inst., stating that the United States have decided to ignore the Chinese protests with regard to landing troops in Shanghai. In a leading article in its issue of the 11th instant, the *North-China Daily News* sums up the case for the landing of a small body of troops concisely. "There seem unfortunately to be—and we suppose it is inevitable—elements in the community anxious to disturb the cordial understanding between all the Powers that has marked the operations in the North; but after all, it is the common sense of the majority that rules in the end, and the unprejudiced majority, even of the non-British portion of the residents of Shanghai, must see that the bringing of a small force of Indian troops here is a wise, precaution for the benefit of all residents of Shanghai of all nationalities equally, and for the injury of none except law-breakers. If anyone feels injured by their coming, it must be someone with whose private scheme it interferes, and who has not the interest of the community as a whole at heart."

Our contemporary concludes:—"The attempt to show that Great Britain has some sinister motive in bringing these troops here must be the result of unreasoning jealousy. Our Government has formally disclaimed any intention of joining in or encouraging any partition of China, nor has it any purpose of altering the status of Shanghai as an international Settlement. There is nothing to be added to this. The motives imputed to us in wishing to land troops at Shanghai are the invention of those who harbour designs of a general partition of China. For this reason we can hardly believe that Mr. Goodnow joined the representative of France in his foolish and shortsighted action. Unfortunately, however, the protest, by whomsoever it was made, seems to have carried the day, and Shanghai may be left to depend on her volunteers and such aid as the ships in the neighbourhood can give."

In the 24 hours preceding noon yesterday there were reported six fresh cases of plague and five deaths.

For dredging within the man-of-war anchorage on Tuesday a boat-woman was fined \$25, or a month. A P.C. found her dredging close to H. M. S. *Argonaut*.

Yesterday the British men-of-war in the harbour were flying their ensigns half-mast high as a mark of respect to Mr. Barnett, boatswain of the *Argonaut*, who died at the Naval Hospital on Tuesday night.

The Water Police informed us yesterday morning that the Red Drum had been taken down and a Black Cone hoisted, pointing downwards, which indicated a typhoon to the South, with its centre within 300 miles of the Colony.

The new Hamburg-American liner *Deutschland* has beaten the famous maiden trip of the *Kaiser Wilhelm der Grosse*, which has heretofore held the record across the Atlantic. The *Deutschland* steamed 3,044 knots in 5 days 17 hrs. 27 min., averaging 22.42 knots an hour for the whole voyage.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

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About 100 coolies were engaged in the Commissariat yard on Tuesday afternoon, and at about one o'clock a coolie named Su Pin Tsang, who had evidently some grievance, shouted out to them not to work. He was making a great noise, and at the Magistracy yesterday Mr. Hazland fined him \$10 or a month as a punishment.

It is said that there are at present more than fifty thousand gallons of various brands of liquor in Manilla which have been made by mixing water with crude alcohol, flavoured with extracts, and coloring matter, and in some of the establishments there can be prepared at a moment's notice anything from a bottle of "old blackberry brandy to one of old Scotch or rye whisky, mellowed in the wood."

The Japanese Naval Department appears to have decided to construct one second-class and one third-class cruiser at home. Designs for the two cruisers have just been completed, and materials for their construction will be ordered from England at an early date. Upon the arrival in Japan of the materials, one of the vessels will be built at Kure, while the other will be constructed at the Naval Shipbuilding Yard at Yokosuka.

At seven o'clock yesterday morning Sergeant Terret saw a boat come along the Praya with two men and a woman. The men got on to the Praya with the basket produced. He examined the basket, which the first defendant said belonged to him, and found that it contained ship's provisions. As they could give no satisfactory explanation as to where they got the goods he took them into custody. Mr. Hazland discharged the second and third defendants, but fined the first \$25, or six months.

At about nine o'clock on Tuesday night P.C. Reid met Tai San at Sham-Shui Point with another man. The latter had an opium pipe in his hand, and he threw it down on the ground as he was about to search him, and Tai San stood in front of him. He was about to search the man when Tai San pushed him away, and he knocked them both down. The man who had the pipe run away, but the constable took the other man to the station. Yesterday the man was fined \$15, or a month.

A coolie named Cheong Ping was charged at the Magistracy yesterday, along with two others, with robbing one Wong Tai of a silver watch valued at \$20. The complainant is the captain of the steam tug *Tow*. He did not know the defendant. At about eight o'clock on Saturday night he and the engineer and two others went to Shaukiwan. On the way the defendant and two others came up behind them. The defendant took hold of his queue with one hand and with the other took his watch. He caught hold of the defendant, but the other two decamped. The engineer, who was called as a witness, said he ran away on the men coming up. The defendant was discharged.

It is stated, says the *Japan Mail*, that the transport coolies engaged in Japan for the British and German forces in North China are to be obtained through the emigration societies. If these men are employed as military carriers (*gimbu*) their pay must be a yen and a half daily and arrangements have to be made for payments to their families in the event of death. That is the law. To observe if where foreign Powers are the employers is evidently difficult, and the alternative is to drop the term "military carrier" and place the matter on the basis of emigration.

A correspondent writing to the *S-F. Press*, complains bitterly of the military authorities firing salutes on Sundays. He says that while Divine service was proceeding in the Cathedral on Sunday week, the service had to be stopped till the firing ceased, and to support his complaint he quotes a passage from Admiral Keppel's *Life* where it would be seen that the Admiral wrote in his diary on Sunday evening, the 31st March, 1867, the day he arrived in Singapore and took command of the China station:—"As it was Sunday, I negatived all salutes till the following morning."

H. M. S. *Whiting* and *Flover* left Shanghai for the north on the 10th instant.

The P. & O. Co.'s hired transport *Formosa* left Bombay on the 13th August in the morning.

Shanghai papers reports that the U. S. S. *Princeton* went up from Woosung on the 10th instant to a berth off the Old Ningpo wharf.

The rate for the charter of ships in Yokohama has risen to 9 yen a ton, and thus a steamer of 2,000 tons cannot now be produced for less than 18,000 for a month.

It has been computed that 3,000 Martini and bayonets, and one-and-a-half million rounds are required for the possible armament of British subjects at Treaty ports in China.

The *Echo de Chine* says that two compatriots, members of the Foreign Mission, P. P. Georjon and Leray, have been massacred in Manchuria. P. P. Mounier, Roubin and Delpar managed to escape.

The House of Commons on the 26th ult. rejected Mr. Scott's motion that a generous grant be made to India on account of the China Expeditionary Force, on the score of inexpediency.

The Marine Court at Tokyo has decided that the Captain, J. Jones, and the Chief Officer Salmon were responsible for the loss of the *Tokio Maru*, and has suspended their certificates for six and twelve months respectively. They are said to have appealed.

The new Agent-General for New South Wales, Mr. Henry Copeland, the *Sydney Telegraph* states, hopes to induce the Admiralty to establish stations for the supply of Australian coal to warships at Hongkong, Singapore, Colombo, and other ports.

1st Lieutenant Frederick G. Knabenshoo 15th U.S. Infantry, states a Manila paper, has been relieved from duty as aide-de-camp to Brigadier General Frederick D. Grant, U.S. V., and will proceed by the first transport leaving Manila for Nagasaki, and will there report for duty with his regiment.

The *Nippon's* war correspondent says that very marked friendships exists between the Japanese and the English in the field. They supply each other's wants and are mutually helpful in every way. The Indian soldiers have become familiar with the term "Japanese," and show the greatest good will, and the Wei-haiwei regiments speak of the Japanese as "Nippon Daijin."

A scheme is afoot to establish a large sugar refinery in Taiwan, Formosa, with a capital of 500,000 yen. It is said that the institution is to receive a subsidy of 12,000 yen, for the present, from the Formosa Government Office, and 200,000 yen of the capital is to be called up during the year. Next year the subsidy will be increased to 30,000 yen, or 6 per cent. of the capital. Rumour says that similar factories will rapidly spring up, but they will receive no Government protection.

Concerning the state of the country near Tientsin, the *Shanghai Mercury's* correspondent wrote on the 4th instant:—"The subsiding of the waters in the dykes has rendered the enemy's damming ineffective, and the country intervening between their position and that of the Allies is now clear. The river beyond Peitsang is blocked for a considerable distance with sunken junks filled with stones. The river is overflowing in places. The dry weather continues, and for the most part the country around is in good marching condition."

We have received the Report of the Shanghai Feather Cleaning Company, Limited, in Liquidation, to be presented to the shareholders at an extraordinary meeting at the office of the Liquidator, Mr. H. Lehmann, Shanghai, on the 17th instant. The Liquidator in his report submits the final account. The profit and loss account shows a debit balance of Tls. 247,000.44, the loss on consignments to Europe amounting to Tls. 67,367.92 and that on the whole of the property of the Company, sold at public auction, being Tls. 110,026.74. A proposal will be submitted to liberate the Directors and the Liquidator from their responsibility.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 16th August, at 4.15 p.m.

ORDERS OF THE DAY.  
1.—Further report from Government relative to the reservation of a European District at Kowloon.  
2.—Letter from Professor Simpson concerning the attempt to destroy rats in the sewers.  
3.—Letter from the Assistant Secretary to the Government of Bengal regarding the Quarantine Regulations of that place.  
4.—Proposed Dairy Bye-laws.

AGENDA.  
1.—Letters stating that the Venice Sanitary Convention Regulations have been withdrawn against Tematava, Madagascar, in the Ports of Calcutta and Chittagong, and in the Ports of Burma.

2.—Telegram declaring Karachi to be free from Bubonic Plague.

3.—Statement showing Plague cases and deaths in Bombay City from 19th June to 2nd July, 1900.

4.—Result of the analysis of four samples of milk.

5.—Fortnightly lime-washing return.

6.—Mortality Return from Macao for the week ended 25th July, 1900.

7.—Mortality Statistics for this Colony for the weeks ended 29th July and 4th August, 1900.

8.—Three applications for licences to keep swine and two to keep cattle.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 14th August, 8.56 p.m.

## RAPID ADVANCE OF THE RELIEF FORCE.

The Allies reached Hosiwu on Friday, the 10th, and Anping on Saturday, the 11th instant.

## NO TROOPS YET LANDED AT SHANGHAI.

The British transports with troops for Shanghai have arrived, but have not yet landed their men.

## SUPPRESSION OF DISTURBANCES IN HUPEH.

Chapels have been attacked at Hayyang and Hankow. No personal injury, however, has been inflicted on the Christians. The Viceroy promptly sent troops to suppress the rioters.

## CURIOUS CONDUCT OF CHANG CHIH-TUNG.

An ambiguous anti-Christian placard has been issued by Viceroy Chang Chih-tung, but it has been removed on the Consuls making a protest.

SHANGHAI, 15th August, 8.40 p.m.

## THE TRANSPORTS AT SHANGHAI—STILL SOME HOPE.

The transports with the Indian troops on board have been ordered to sail for Weihaiwei to-morrow (Thursday) morning, but there is still some hope that they will be allowed to land their men here.

## RELIEVERS NEARING PEKING.

The Relief Column is approaching Peking. Little opposition is offered to its advance. The Allies will probably find that the hostile Manchus have escaped from the city.

## THE WAR IN SOUTH AFRICA.

LONDON, 14th August, 7.35 p.m.

## THE PURSUIT OF DE WET.

It is officially announced that Commandant De Wet is still being pursued. He has destroyed three of his waggons.

## ESCAPE OF BRITISH PRISONERS—MR. STEYN.

Sixty British prisoners have escaped in the Orange River Colony. Mr. Steyn is confined in camp under surveillance.

## BOER LOSSES AND BRITISH GAINS.

Commandant De Wet has abandoned his horse, ammunition, stores, and exhausted horses. Lord Methuen has captured one gun.

## REUTER'S SERVICE.

LONDON, 12th August.

## THE RUSSIAN LEGATION AT PEKING.

In reply to a telegram from M. de Giers, the Czar permits the legation to leave Peking provided the Emperor and the Government of China guarantee their absolute safety. The Czar warns the Chinese Government of the grave responsibility they will incur if any of the legation are injured.

## THE CHIEF COMMAND IN CHINA.

Great Britain, the United States and Japan have formally agreed to the appointment of Field Marshal Count Waldersee as Commander-in-Chief of the allied forces in China. Great Britain, however, makes her agreement conditional to the other powers assenting.

## THE CRISIS IN CHINA.

The Viceroy, including Li Hung-chang, have appealed to the United States for their good offices in preventing foreigners from landing in Shanghai.

Germany has forbidden the export of arms and ammunition to China.

## THE WAR IN SOUTH AFRICA.

General Kitchener came up with Commandant De Wet's rearguard yesterday at Lindesay and General Methuen was also engaged six miles to the North West.

General Buller is marching towards Ermelo.

LONDON, 12th August.

## THE CHINA CRISIS.

China has complained to M. Delcasse of the delay of the Ministers in accepting an escort from Peking. M. Delcasse in reply said that the Ministers were unable to leave until the road was safe, and that China would prove her sincerity by ceasing to throw obstacles in the way of the allies.

The United States has resolved to ignore the appeal of the Viceroy re landing troops at Shanghai.

General Methuen, after capturing six waggons and two ambulances, has joined General Kitchener. The enemy is fleeing before them.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The transport *Nurani* arrived yesterday evening from Calcutta, bringing the B Squadron, 16th Bombay Lancers (2 British and 5 native officers, 132 N.C.O.'s and men, and 95 followers), a portion of the Native Field Hospital (1 British officer, 5 N.C.O.'s and men, and 57 followers), with horses and mules.

Yesterday the British transport *Naura* returned to Hongkong from Taku and Weihaiwei.

The French 2nd-class cruiser *Friant* and the transport *Cacher* also arrived yesterday from the south.

## NEUCHWANG.

## FIGHTING AT LAST.

The *N.-C. Daily News* publishes a telegram from Neuchwang, via Chefoo on the 9th inst., to the following effect:—

The long-expected has happened, and there has been fighting at Neuchwang. It seemed at first that only a rabble of Boxers were concerned, but this idea was soon dispelled, for Imperial troops made their appearance. They attacked early on the morning of the 4th instant, and it took a whole day's fighting before they were driven off. The Russians came to the fore, and their two gunboats shelled the native city, with the result that the Chinese, headed by the Taotai, fled precipitately across the river and into the country. Now the Russian flags over the Custom House, the native city and the forts. There were no casualties among the Russians or the civilians, and very few among the Chinese. The two Japanese gunboats took no part in the affair, except that part of their crews were on shore helping to defend the Settlement.

## A LULL.

The native city gives no sign of trouble now. The Russians have surrounded it. The natives are making for Chefoo in large numbers.

## TIENSIN THREATENED AGAIN.

A very large force of Boxers—from 15,000 to 25,000—are the numbers stated—is said to be making threatening movements in the neighbourhood of Tientsin, and between that point and Tangku.

## GALLANT AMERICANS KILLED.

At the recent capture of Yangtsun on the 8th instant, the Americans who behaved gallantly in the advance lost 73 men.

## NEWS FROM PEKING.

News has been received here from Sir Robert Hart to the 27th ult., and from Sir Claude Macdonald to the 4th instant. The latter reports that the foreigners in Peking could hold out for ten days more.

## RIOT AT TATUNG.

News reached here yesterday of a riot at Tatung in which the telegraph office was burnt down and other damage was done. Tatung is a calling station for steamers on the Yangtze between Wahn and Kiukiang, and there are two I. M. Customs offices there. It is a somewhat turbulent place, much infested with salt smugglers. This riot is probably merely a local outbreak.

## NEWS VIA JAPAN.

## OFFICIAL DETAILS OF PEITSANG.

A Tokyo despatch of the 7th inst. to the *Kobe Chronicle* says:—

A despatch from Chefoo, dated to-day, states that a British naval officer has brought news that an allied force, composed of Japanese, British and Russians, advanced on the 5th to clear away the Chinese troops in the vicinity of Peitsang, and commenced shelling the town at 3 a.m.

The Chinese made a determined resistance, and very severe fighting ensued, which lasted for seven hours, when the enemy were dislodged from their position.

In this affair the casualties of the allies were 600 Russians, 400 Japanese, and 60 British killed or wounded.

The Chinese losses were over 2,000 killed and wounded.

Twelve thousand Chinese troops are reported to be stationed about thirty miles from Tientsin, apparently watching an opportunity to retake the town then the advance of the allies to Peking takes place.

## ANOTHER MESSAGE FROM BARON NISHI.

Baron Nishi, the Japanese Minister in Peking, reports via Chinanfu, 7th inst., that there is no change in the situation in Peking. The foreign Ministers have resolved to stay in Peking until the arrival of the allied forces. The Chinese Government is continually requesting the Ministers to retreat temporarily to Tientsin. The Tanshi Yamen also undertakes the transmission of peaceful telegrams for the Legations. This telegram is transmitted through the Tanshi Yamen.

## CHANG CHIH-TUNG'S INSTRUCTIONS.

It is reported that instructions have been issued by Viceroy Chang Chih-tung to the generals and commanders of various localities under his jurisdiction. It is stated that the instructions are as follows:—"In the event of the arrival at Peking of the allied forces, the situation will become so critical that the integrity of the Chinese Empire will be hopeless. The faithful subjects of the Empire must not overlook the present state of affairs in the country. The generals and commanders are particularly requested to do their utmost to defend their respective localities against the intrusion of foreigners."

## MANCHURIAN NEWS.

The Governor-General of the Amur publishes a notice under date 31st of July to the following effect:—

The flying column was ordered to seize and occupy Honchun, for the purpose of driving the Chinese from that place and Salsan. The army consisted of the 15th and 16th East Siberian Regiments, the 5th Mountain Battery, the 2nd Mortar Battery, the Special Battery, a











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THE DEVELOPMENT OF THE  
NAVAL ARCHITECT.

## THE EARLY DAYS.

"A Staff Engineer, R.N.," writes in the *Naval and Military Record*—

From the days when Peter the Great hobbled down to the end of last century, small progress was made with the shipbuilder's art. Referring to the shipwrights of that day, the Committee of Naval Revision reported to the Navy Board in 1806 as follows:—"In the course of their apprenticeship no opportunity is given them of acquiring even the common education usually given to men of their rank in life, and they rise to the complete direction of construction of ships, on which the safety of the Empire depends, without any care on the part of the public, that they should have any instruction in mechanics, or in the science or theory of marine architecture." By an Order in Council, dated 1809, the first school of naval architecture was established in Portsmouth Dockyard, and in 1816 the school was incorporated with the Royal Naval College, Portsmouth. The number of students was limited to 24. The regulations stated that on completion of their training, the students would be eligible for all situations in the shipbuilding department of H.M. service.

As the years went on, and as the school had raised a veritable host of naval architects, a few sprang up between the schoolmen, who, having completed their training, were relegated as supernumeraries to the Dockyards and the master shipwrights and their satellites. Unfortunately for the schoolmen their promotion depended on the reports of the masters to the Navy Board. They reported that they were well educated youths and full of quaint theories, but that they were not shipwrights and were not as worthy of promotion as the men, who like themselves (the masters) had gone through the more laborious apprenticeship of the yards. It was in consequence of these reports that the young men were left to nurse their grievances in subordinate positions in the yards.

A NEW ERA IN SHIPBUILDING.

"Things were in this state when that arch-reformer, Sir James Graham, came to the Admiralty about 1830. His first reform was to abolish the school and all its works; his next was to look about for a successor to Sir Robert Seppings, who, by this time, had risen to the rank of the Navy. Sir James's choice finally fell upon Captain Symonds, a naval officer, who according to Capt. Murray's statement in the *Metropolitan Magazine* built the most beautiful ships on "Heavenly intuitive" principles. When Captain Symonds went to the Admiralty he issued a pamphlet describing the system upon which he intended to construct his Majesty's ships, and to have adopted the dogma of that shrewd observer, Mr. Samuel Pepys, viz., that breadth only can make a ship stiff. The young men replied with a counterblast entitled, "An apology for English shipbuilders," in which the rotten state of naval architecture in this country was directly traced to want of fostering care and ignorance of the Government. During the controversy one of the schoolmen humorously compared the new surveyor with Mr. Commissioner Taylor, who, when he was building the *London* in 1666 said to the King he found God had put him in the right, and when he was in he would keep in, to which the merry monarch replied he was sure that God put him in, for no act of his (the Commissioner's) would have done it.

The Surveyor was at the height of his power in 1849 when Earl Minto, First Lord of the Admiralty, stated that "The School of Naval Architecture" had not been a success." From that school had come a number of ingenious young men, but whatever scientific acquirements they possessed, they were found to be less fitted for the higher offices of the yard than the men who had gone through the ordinary apprenticeship. Continuing, Lord Minto stated, "The best ships that had ever been in an English Dockyard were the work of two totally uneducated naval officers, Capt. Hayes and Symonds."

Although the young men of the School were without honour in Government circles, they were gradually becoming a power in the land. Many of them had left the public service and were engaged with Mr. Scott Russell and other private builders in laying the foundation of ocean steam navigation. As a result of this, the school had been robbed of its birthright by Captain Symonds, all watched narrowly for any defects in the latter's ships, and in their papers on "Naval Architecture," distributed throughout the country, they loudly protested that if the Symonds were good they were only relatively so; and as they had never been allowed to build a man-of-war on scientific principles, there were no correct standards wherewith to compare them. The first scientific treatise of shipbuilding in the *Encyclopaedia Britannica* appeared in the 7th edition, 1840. It came from the pen of Mr. Augustin Creuzé, a member of the School, then a subordinate in one of the Dockyards, but a few years later the head of the shipbuilding department of Lloyd's.

THE ADVENT OF STEAM.

With the advent of the steamboat came the gradual decline of the Surveyor's power. In attempting to adapt his frigate lines to steamers he failed utterly. His first two steamers, the *Cyclops* and *Gorgon*, failed to carry their guns, and in other respects compared unfavorably with private steamers. In 1843 the Surveyor built the first Royal yacht, *Victoria* and *Albert*. When finished she swam so much by the head that 120 tons of lead ballast had to be put in her after a trial run; for the same reason her original boilers had to be removed and lighter ones substituted, whilst she steered so badly that large alterations had to be made in her stern and rudder. This vessel was replaced about 1856 by the present graceful yacht to which her Majesty has become so much attached. The Surveyor received his final knock-out blow from the hand of Mr. Thomas Lloyd. This gentleman had been a member of the School, but seeing no prospect of succeeding as a naval architect he took up engineering, and, at the time we are writing of, he was chief Government engineer. He was an ardent advocate for the screw propeller when the Surveyor would have none of it. About 1845 Mr. Lloyd succeeded in getting the Board to adopt some old liners for the screw. In making the necessary alterations in the stern it was the Surveyor's practice to leave a flat space of considerable breadth asternwards immediately in front of the screw. In consequence of this, as the ship moved through the water a following wake was set up which prevented the water closing in under the stern and getting to the propeller, the result being a great diminution of speed. Mr. Lloyd protested against this form of stern, and by a series of practical experiments proved that with a well-formed ship the speed could be more than doubled without increasing the engine power. All the ship's fittings for the screw were at once ordered to be lengthened by sharpening the run aft. The alteration cost a large sum, but nothing to what it would have cost had the mistake been allowed to go on.

THE OFFICE OF CHIEF CONSTRUCTOR.

In 1846 a Committee of Reference was formed, consisting of some three or four members of the School, under the presidency of Admiral

Lord John Hay. The surveyor was ordered to submit all his designs to the scrutiny of the committee before receiving the Board's approval. As might have been expected, the committee made things a bit lively at Somerset House, and it was soon discovered that either the committee or the surveyor would have to go. It was finally decided to sacrifice the Apostle of "Empiricism" on the altar of Science. By an Admiralty minute, dated May, 1849, the office of surveyor was reconstructed. He was not to be a shipbuilder, but was to be chosen for his qualities as a man, and was to keep his mind, unbiassed, upon the plans of others. He was to have charge of the Dockyards and the material of the navy; in short, to hold the position now held by the Controller of the Navy. At the same time Mr. Isaac Watts, a member of the school, was appointed assistant surveyor, responsible to Capt. Baldwin-Walker, the new surveyor, for the ship designs. A few years later Mr. Isaac Watts was appointed first Chief Constructor of the Navy.

In 1846 the School of Naval Architecture was reconstituted under the name of the Central School of Mathematics, Portsmouth Dockyard. To the School came the best pupils of the year, in the fourth year of their apprenticeship, for a higher course of technical instruction. The number of pupils was limited to 24. Dr. Wollery was appointed principal of the School. The establishment had got into good working order, and the students were making satisfactory progress, when the wolf again entered the fold. On the return of Sir James Graham to the Admiralty in 1852 he closed the School, and saved the country £800 per annum. Fortunately the seed sown had fallen on good ground, and a large percentage of the young men educated in this School eventually rose to the top of the tree, both in the Royal and private yards. Among others may be mentioned two veteran constructors, Sir Edward Reed and Sir Nathaniel Barnaby, the builders of the ironclad navy from 1863 to 1884.

## IRON VERSUS WOOD.

For some years prior to the Crimea war iron had been tabooed at the Admiralty as a material for warships. This arose from an experiment on rather a large scale, to which "my lords" had committed themselves early in the fifties. On account of the good reports of the behaviour of the *Nemesis* in the first China war, some thirty iron steamers had been ordered to be built by private contract. These vessels were well on towards completion when the Government was changed, and a new set of lords came to the Admiralty. Now these latter were essentially "wooden lords," and after a trial of some targets on shore they came to the conclusion that iron was a totally unfit material for a ship of war. Most of these ships were sold out of the service at the price of old iron, the remainder being converted into troops or store ships. The "iron lords" were held up to public execration for wasting the national money, but the "wooden" ones patented each other on the back and congratulated themselves that their timely arrival at the Admiralty had prevented the further mactination of the iron lords.

During the Crimea war the iron question again cropped up. A few floating batteries were built and plated with four-inch plates on a system submitted by Mr. Thomas Lloyd. These vessels were, however, not destined to be of any service, and it was not thought in naval circles that they would have any effect on the wooden walls of old England. It was not until after the war, when it was found that our late allies were dabbling in iron-plated ships, that the *Warrior* was laid down. It was stated recently that Mr. Oliver Lang was the builder of the *Warrior*; as a matter of fact this ship was built by private contract under conditions which may best be stated in Mr. Scott Russell's own words in his modern system of shipbuilding, 1885. "The design of the *Warrior* was a joint one between Mr. Isaac Watts and myself. It was carried through under great difficulties, there being very few sailors, particularly among those of high rank, who would admit that an ironclad of that size could be made seaworthy, let alone attain a speed far in excess of any man-of-war then afloat."

## TURRET SHIPS.

It was about the year 1860 that a daring, energetic, but ill-fated naval officer was becoming known to the public. Ever since the Crimea war Capt. Cowper Coles had been urging the Government to adopt a system of short-proof rafts, which eventually developed into the turret-ship. During the war Capt. Coles had actually fitted up a raft with an improved turret. Although his plans were well reported on, the gallant captain did not make much headway with the Government, who, having got the *Warrior* afloat, were doubtless inclined to rest on their laurels. In the meantime Mr. John Ericsson had launched his celebrated turret-ship *Monitor*, and on March 6th, 1862, about 120 days after being laid down, she began her eventful voyage from New York to Havre, the vessel arriving in time to arrest the confederate ship *Merrimack*, in her easy task of smashing the wooden ships of the Federal Government. The duel which took place between the two ironclads, and the final triumph of the turret-ship had a marked effect on Capt. Coles's plans, and the British public at once began to clamour for turret-ships. With feverish haste the *Royal Sovereign*, a wooden liner, still on the stocks, was cut down and fitted with turrets. A number of other liners were also cut down and hung round with iron plates.

## SOME MODERN IMPROVEMENTS.

It was at this period that Mr. E. J. Reed was appointed Chief Constructor of the Navy. As we have seen, Mr. Reed was trained at the second School of Naval Architecture. His last public appointment had been as a subordinate in Sheerness yard, but it was not by this means that the originator of the modern system of ironclad construction went to carve his way to fortune. Turning his back on the Sheppery yard, he proceeded to the metropolis, where he soon made his mark as a writer on naval science, and eventually became editor of the *Mechanics Magazine*. As one of the principal founders and first secretary of the Institute of Naval Architects, established in 1860, Mr. Reed did good work in directing the shipbuilding policy of the Government at a time when they were beset by numerous projects, each endeavouring to prove that "Codin was the friend, not the enemy."

It was not long how to note the establishment of the third School of Naval Architecture in 1863. It was due to the efforts of a number of gentlemen, principally members of the Institute of Naval Architects, that the School, under the

auspices of the Commissioners of the Science and Art Department at South Kensington, was set on foot. It was determined that it should be independent of the Admiralty, but in consideration of an annual grant from the latter, the Commissioners undertook to train the apprentices in the Royal yards in the science and theory of marine architecture. A splendid collection of models was unearthed from the lumber-rooms at Somerset House, and set up at South Kensington for the instruction of students, and the debatement of the public. This School is associated with the names of the present Director of Naval Construction, Sir William H. White; Dr. Elmer, designer of the *Caryatid* and *Lucania*; Mr. Watts, of Elswick; and many others who have been at the head of the shipbuilding centres throughout the country—self-made men, whose careers form a unique example for the rising generation of naval architects.

## THE ILL-FATED CAPTAIN.

Sir Edward Reed was never in agreement with Captain Coles's method of fitting out turret-ships. The former was for central battery ships, of which we have still some fine examples in the service. In 1866 Captain Coles, however, prevailed on the Admiralty to build a sea-going mastless turret-ship. Whilst the designs were still in progress, the constructor took exception to the plans, the main issue being with respect to the foreboard, which the latter insisted should be low. The constructor remained inflexible and refusing to have anything to do with Captain Coles's plans, retired from the scene. A few mornings later my lords were surprised to find that the gallant captain had, in a long letter to the *Times*, taken the public into his confidence. This proceeding, which was in direct disobedience of the Naval Discipline Act, so annoyed their lordships that they at once unshipped him from the post as a sort of consulting expert on turret fittings. A short time afterwards, a suitable apology being forthcoming, he was restored to favour, and to show there was no ill-feeling, their lordships gave him a carte blanche to construct a turret-ship after his own heart. In an evil moment he accepted the responsibility and took his plans to Laird's at Birkenhead. It was in this way that the Captain was laid down. At the same time the constructor pushed forward with the *Monarch* from his own plans.

While these two vessels were still building, the constructor got out plans for a mastless sea-going turret ship, and in 1869 the famous *Devastation* class, the precursors of the modern battleship, was laid down. In the summer of 1870, the *Monarch* and *Captain* were sent to cruise in the Channel. A song of praise was at once set up by the Press at the behaviour of the *Captain*, her extreme steadiness as a run platform being specially commended. What the papers and many naval men did not know was that her steadiness was directly owing to the smallness of her stability and the want of buoyancy, due to the low foreboard.

It was at this period that the constructor, seeing his plans set at naught, shook the dust of Whitehall from his feet and retired. It was confidently asserted in naval circles that the vacant constructorship was to be given to Captain Coles, but whether this was intended never became definitely known. A few weeks after the luckless projector of the *Captain* perished in his ship off Cape Finisterre with nearly 800 officers and men—the pick of the British Navy. Amongst others who perished in this ill-fated ship was a son of Mr. Childers, then First Lord of the Admiralty.

## RECENT CONSTRUCTORS.

Mr. (afterwards Sir Nathaniel) Barnaby, eventually succeeded Mr. Reed as chief constructor. Sir N. Barnaby's abilities as a constructor are well known, though it never seemed to the writer that he got much of a chance. For some years after the disaster to the *Captain*, a general sense of lassitude came over the shipping departments. Committees on design were formed, a good deal of talking had to be done, and a large number of opinions were brought to bear on the subject. There is no doubt that the end of his career Sir N. Barnaby's usefulness was impaired by the reluctance of the Admiralty to part with their beloved masts and yards.

The splendid work done by Sir William White under recent enlightened administrations is too well known to need recapitulating.

In conclusion, a few words may be said about recent changes in the system of training Government naval architects. In 1873, when the Admiralty acquired Greenwich Hospital and turned it into a college for the higher training of naval officers, the Admiralty branch of the Kensington School was transferred to Greenwich. Since about 1836 students in construction have been drawn from the Royal Naval Engineer students at Keyham College for the service afloat. For the first two years the students are trained as engineers under the eye, during working hours, of the Chief Engineer of the Dockyard. At the end of that period a competitive examination is held, after which, should the successful man elect to go in for construction, he is transferred to the care of the chief constructor, under whose supervision he goes through a three years' course of practical shipbuilding. The practical training over, the student is then sent for a higher course of instruction to Greenwich, with short visits to the Dockyards between. The College sessions, extending over a period of three years. If successful in his examinations the student is then entered on the roll of the Corps of Naval Constructors as an assistant constructor, and is sent to one of the Dockyards as a tutor, and during the term at Greenwich the embryo constructor is brought in close contact with naval officers of the executive and engineering branches, studying at the College. The interchange of ideas between the future constructors of her Majesty's ships and the men who handle them, cannot fail to eventually add to the efficiency of the naval service.

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NAGASAKI, KOBÉ & YOKOHAMA	FUTAMI MARU	Jap. str.	—	Moore	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
MOJIB	TIENSTEIN	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
KIAOCHAU, KOBÉ & YOKOHAMA	CHINA	Aus. str.	—	Moore	SANDEW, WIELER & CO.	To-day, at Noon.
SHANGHAI	PARRAMATTA	Brit. str.	—	Moore	P. & O. S. N. Co.	On or about 17th inst.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—	Moore	P. & O. S. N. Co.	On or about 24th inst.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	Moore	DOUGLAS LAFRAIK & CO.	To-day, at 11 a.m.
SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	—	Moore	DOUGLAS LAFRAIK & CO.	To-morrow, at 3 p.m.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	Moore	MIYOSU BUSSAN KAISHA	On 19th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Moore	MIYOSU BUSSAN KAISHA	On 22nd inst. at Daylight.
MANILA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	ISINAN	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MANILA	LONGSANG	Brit. str.	—	Moore	JARDINE, MATHESON & CO.	On 21st inst. at 5 p.m.
MANILA	KASUGA MARU	Jap. str.	—	Moore	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	Moore	JARDINE, MATHESON & CO.	To-morrow, at Noon.

## SHIPPING.

**ARRIVALS.**  
 Aug. 14, A. NAPA, British str., 2251, Geo. Williamson, Woonung 10th August, Coal.—DODWELL & CO., LD.  
 Aug. 14, CHANGSHA, British str., 1,495, Moore, Fochow 13th August, General.—BUTTERFIELD & SWIRE.  
 Aug. 15, LYEMOON, German str., 1,238, G. Heuermann, Shanghai 12th August General.—STERNSEN & CO.  
 Aug. 15, ANPING, British str., 1,158, Barlow, Canton 14th August, General.—CHINESE.  
 Aug. 15, BRAN, NOR, Norwegian str., 1,060, Thronsen, Manila 14th August, General.—DODWELL & CO., LD.  
 Aug. 15, ROSETTA, British str., 2,039, C. C. Talbot, R.N.R., Yokohama 8th August, General.—P. & O. S. N. Co.  
 Aug. 15, RIOJUN MARU, Jap. str., 3,615, Eckstrand, Seattle 15th July, General.—NIPPON YUSEN KAISHA.  
 Aug. 15, CACHAR, French transport, 2,032, Gouget, Haiphong 12th August.  
 Aug. 15, FRIANT, French cruiser, 3,739, Adam, Haiphong 13th August.  
 Aug. 15, SARANAC, American bark, 858, J. R. Barby, from New York, Kerosene.—STANDARD OIL CO.  
 Aug. 15, MAIDZURU MARU, Jap. str., 667, Ogata, Tamsui, Amoy and Swatow 14th August, General.—M. B. KASABA.  
 Aug. 15, FORMOSA, British str., 674, A. E. Hodgins, Tamsui, Amoy and Swatow 14th August, General.—DOUGLAS LAFRAIK & CO.  
 Aug. 15, ITAURA, British transport, 5,000, H. G. Crell, Taku 6th August.  
 Aug. 15, WONKOK, German str., 1,113, B. B. B. Pigott, Bangkok 1st Aug., Rice, Teakwood and Cotton.—BUTTERFIELD & SWIRE.  
 Aug. 15, NUBANI, British transport, 2,870, J. E. Sandilands, Calcutta 2nd August.

## CLEARANCES.

At the Harbour Master's Office.  
 15th August.  
 Izion, British str., for Shanghai.  
 Hector, British str., for Shanghai.  
 Haiching, British str., for Swatow.  
 Benedith, British str., for Shanghai.  
 China, Austrian str., for Moji.

## DEPARTURES.

Aug. 15, MENNUIN, British str., for Manila.  
 Aug. 15, ASHIORS, British str., for Keaochau.  
 Aug. 15, MARBURG, German str., for Shanghai.  
 Aug. 15, KIRKDALE, British str., for Whaiwei.  
 Aug. 15, HAILAN, French str., for Hoilow.  
 Aug. 15, HANOI, French str., for Hoilow.  
 Aug. 15, TARTAR, British str., for Vancouver.  
 Aug. 15, LYEMOON, German str., for Canton.  
 Aug. 15, BRECONSHIRE, Brit. str., for Tacoma.  
 Aug. 15, ESMERALDA, British str., for Iloilo.  
 Aug. 15, HOLSATIA, German str., for Saigon.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Argus, U.S.S. Iris, Tsiman, H.M.S. Otter, Pennsylvia, Hongkong, Taiyuan.  
 COSMOPOLITAN DOCK.—Nanshan, Standfield.

## SHIPPING REPORTS.

The British steamer *Anapa*, from Woonung 10th August, had light variable winds, fine and clear weather. Barometer steady between 29.70 and 29.80.  
 The German steamer *Hongkong*, from Bangkok 1st August, had at beginning of voyage fine weather, light S.W. monsoon, and smooth sea; later strong N.E. with rough sea.  
 The British steamer *Formosa*, from Tamsui, Amoy and Swatow 14th, had fresh N.E. wind, moderate sea and fine clear weather to Amoy. From Amoy to Swatow fresh northwesterly winds, E.S.E. swell and dull, overcast weather. From Swatow to port strong easterly winds, high E.S.E. swell and fine, cloudy weather. Vessels in Amoy—H.M.S. *Monckton* and *Tenki*. In Swatow—H.M.S. *Monckton* and *Tenki*. In Hongkong, *Taiyuan* and *Taiyuan*.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
 J. P. HONORCOCK, Amr. ship, Gates—Siemens & Co.  
 NORWOOD, British ship, Theo. Roy—Order.  
 PENNSYLVANIA, Amr. transport, J. A. Brown—By Order of the Captain.  
 PETER RICKMANS, German ship, Scholer—Arnold, Karberg & Co.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hall, will be despatched for the above ports TO-DAY, the 16th inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 15th August, 1900. [2214]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO KIAOCHAU, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"CHINA."

Captain R. Mayer, will leave for the above places TO-DAY, the 16th inst. at Noon.

For Freight or Passage, apply to

SANDEW, WIELER & CO., Agents.

Hongkong, 15th August, 1900. [2183]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above TO-DAY, the 16th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.

FOR COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above TO-DAY, the 16th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1900. [2048]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900. [2301]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched TO-MORROW, the 17th inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1900. [2176]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARRAMATTA	About 17th August	Freight or Passage.
	A. Symons		
LONDON & C.	MALTA	Noon, 18th August	See Special Advertisement.
	F. J. Cole, R.N.R.		
YOKOHAMA VIA NA-	ROSETTA	4 P.M., 19th August	(Passing through the Inland Sea.) Freight or Passage.
GASAKI & KOBÉ	C. C. Talbot, R.N.R.		

MARSEILLES AND BANCA. About 18th August. Freight.

LONDON and MALACCA. About 24th August. Freight or Passage.

SHANGHAI and MALACCA. About 24th August. Freight or Passage.

JAPAN and MALACCA. About 24th August. Freight or Passage.

LONDON and JATA. About 6th September. Freight or Passage.

G. W. Gordon, R.N.R.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE & HAMBURG	About 12th Sept. Freight.
Capt. v. Binzer	(London with transshipment in Hamburg)	Sept.
SIBIRIA	HAVRE & HAMBURG	About 20th Sept. Freight and Passage.
Capt. Brann	(London with transshipment in Hamburg)	Sept.
SAXONIA	HAVRE & HAMBURG	About 30th Sept. Freight.
Capt. Jager	(London with transshipment in Hamburg)	Sept.
SERBIA	HAVRE & HAMBURG	About 12th October. Freight.
Capt. Sachs	(London with transshipment in Hamburg)	October.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900. [13]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1900.

"EMPEROR OF JAPAN." Comdr. G. E. A. Lee, R.N.R. WEDNESDAY, 29th Sept. 1900.

"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 9th August, 1900. [9]

## VESSELS ON THE BERTH

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Truebridge	Sept. 1	BRAEMAR	3,601	W. Watt	Aug. 25
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARGYLL	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 22	MONSHIRE	2,872	J. Kennedy	Oct. 20



## VESSELS ON THE BERTH.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**NIPPON MARU** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

**AMERICA MARU** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

**HONGKONG MARU** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

## THE Twin Screw Steamship.

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd June, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"FRANZ FERDINAND." Captain G. Costanzo, will be despatched as above about THURSDAY, the 16th inst. Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELE & CO., Agents.

Hongkong, 11th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Company's Steamship

"TAIYUAN." Captain Nelson, will be despatched as above on SATURDAY, the 18th inst. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI. THE Company's Steamship

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. Taking Cargo at LONDON Rates. THE Company's Steamship

"IXION." Captain Robinson, will be despatched as above on TUESDAY, the 18th September. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

## VESSELS ON THE BERTH.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MALTA." Captain F. J. Cole, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 6th August, 1900.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI" on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA." For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 15th August, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU; and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LONGSANG." Captain Weigall, will be despatched as above on TUESDAY, the 21st inst. at 5 p.m. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANE. THE Company's Steamship

"ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 p.m., the Company's Steamship "BERNARD SIMONS," Captain Durrande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, and Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"PROMETHEUS." Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE CENTRAL STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th August, 1900.

HONGKONG STEAMERS.

Airline, British steamer, 2,500, George, Aug. 9.

Gibb, Livingston & Co.

Amara, British str., 1,566, Mattock, Aug. 12.

Jardine, Matheson & Co.

Amara, British str., 2,251, Williamson, Aug. 14.

Dodwell & Co., Limited.

Amara, British str., 1,158, Barlow, Aug. 15.

Chinese.

Bellerophon, British str., 1,312, Lyons, Aug. 13.

Butterfield & Swire.

Benzelton, Brit. str., 1,320, Sleeman, Aug. 14.

Chinese.

Bengalee, British str., 1,346, Thomson, Aug. 14.

Gibb, Livingston & Co.

Bentwaters, Brit. str., 1,488, Webster, Aug. 13.

Gibb, Livingston & Co.

Benildi, British str., 1,488, Farquhar, Aug. 13.

Gibb, Livingston & Co.

Brand Nona, Norw. str., 1,060, Thronsen, Aug. 15.

Dodwell & Co., Limited.

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LONGSANG." Captain Weigall, will be despatched as above on TUESDAY, the 21st inst. at 5 p.m. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANE. THE Company's Steamship

"ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 p.m., the Company's Steamship "BERNARD SIMONS," Captain Durrande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, and Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"PROMETHEUS." Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

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Hongkong, China and Japan.

Hongkong, 15th August, 1900.

HONGKONG STEAMERS.

Airline, British steamer, 2,500, George, Aug. 9.

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Amara, British str., 1,566, Mattock, Aug. 12.

Jardine, Matheson & Co.

Amara, British str., 2,251, Williamson, Aug. 14.

Dodwell & Co., Limited.

Amara, British str., 1,158, Barlow, Aug. 15.

Chinese.

Bellerophon, British str., 1,312, Lyons, Aug. 13.

Butterfield & Swire.

Benzelton, Brit. str., 1,320, Sleeman, Aug. 14.

Chinese.

Bengalee, British str., 1,346, Thomson, Aug. 14.

Gibb, Livingston & Co.

Bentwaters, Brit. str., 1,488, Webster, Aug. 13.

Gibb, Livingston & Co.

Benildi, British str., 1,488, Farquhar, Aug. 13.

Gibb, Livingston & Co.

Brand Nona, Norw. str., 1,060, Thronsen, Aug. 15.

Dodwell & Co., Limited.

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

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For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANE. THE Company's Steamship

"ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900.

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 p.m., the Company's Steamship "BERNARD SIMONS," Captain Durrande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.



## POST OFFICE NOTICES.

Parcels Mail for Europe, per s.s. *Malla*, will close at 3 p.m. on Friday, the 17th inst. The *Paracalla*, with the English mail of the 20th July, left Singapore on Sunday, the 12th inst. at 5 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on 18th June.

The City of Rio de Janeiro, with the American Mail, dated 18th July, left Yokohama on Friday, the 10th inst., at daylight, and may be expected here on or about Saturday, the 19th inst.

The *Coptic*, with the American mail, dated 28th ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here on or about Wednesday, the 22nd inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Kobe	Airline	Thursday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiching	Thursday, 16th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Nippon Maru	Thursday, 16th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Swatow and Amoy	Sishan	Thursday, 16th, 1.00 P.M.
Manila, Cebu, Brisbane, Sydney and Melbourne	Changsha	Thursday, 16th, 2.00 P.M.
Swatow and Shanghai	Wingang	Thursday, 16th, 3.00 P.M.
Kunming and Samsui	Lohang	Thursday, 16th, 4.00 P.M.
Hongkong	Suikang	Friday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	Tientsin	Friday, 17th, 11.00 A.M.
Swatow, Amoy and Tamsui	Formosa	Friday, 17th, 2.00 P.M.
Manila	Suankiang	Friday, 17th, 3.00 P.M.
Yokohama and Kobe	Prinz Ferdinand	Friday, 17th, 3.00 P.M.
	Taiwan	Saturday, 18th, 10.00 A.M.
		Saturday, 18th, 8.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers, 10.30 A.M.
		Letters, 11.00 A.M.
		Registration, 18th, 3.00 P.M.
		Saturday, 18th, 4.00 P.M.
		Saturday, 18th, 5.00 P.M.
		Tuesday, 21st, 4.00 P.M.
		Thursday, 23rd, 11.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.
		Wednesday, 29th, 11.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

WEDNESDAY, 15th August.

ON LONDON.—	
Telegraphic Transfer	2.0 1/2
Bank Bills, on demand	2.0 1/2
Bank Bills, at 30 days sight	2.0 1/2
Bank Bills, at 4 months sight	2.0 1/2
Credits, at 4 months sight	2.0 1/2
Documentary Bills, 4 months sight	2.0 1/2
ON PARIS.—	
Bank Bills, on demand	2.54
Credits, at 4 months sight	2.50
ON GERMANY.—	
On demand	2.07
ON NEW YORK.—	
Bank Bills, on demand	491
Credits, 60 days sight	291
ON BOMBAY.—	
Telegraphic Transfer	151 1/2
Bank, on demand	151 1/2
ON CALCUTTA.—	
Telegraphic Transfer	151 1/2
Bank, on demand	151 1/2
ON SHANGHAI.—	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.—	
On demand	1 p.p.m.
ON MANILA.—	
On demand	24 p.p.m.
ON SINGAPORE.—	
On demand	4 p.p.m.
ON BATAVIA.—	
On demand	12 1/2
ON HATYONG.—	
On demand	31 p.p.m.
ON SAIGON.—	
On demand	3 p.p.m.
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.83
GOLD LEAF, 100 fine, per tael	52
BAB SILVER, per oz	281

## OPIUM.

Quotations are—	Allow 10 net to 1 catty.
Malwa New	\$890 to \$890 per picul.
Malwa Old	\$890 to \$910
Malwa Older	\$890 to \$910
P. P. per wrapped	\$870 to —
Perian fine quality	\$910 to —
Persian extra fine	\$950 to —
Putna New	\$937 to — per chest.
Putna Old	\$1020 to —
Bonares New	\$935 to —
Bonares Old	\$ — to —

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Paracalla* left Singapore for this port on the 12th inst., at 5 p.m., with the outward English mails, and is due here to-morrow.

**THE AMERICAN MAIL.**  
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th inst.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Preussen*, carrying the German Mails with dates from Berlin of the 23rd July, left Colombo on Saturday, the 11th inst., and may be expected here on or about Wednesday, the 22nd inst.

The Imperial German Mail steamer *Weimar* left Kobe via Nagasaki, Shanghai and Foochow on Monday, the 13th inst., and may be expected here on or about Wednesday, the 22nd inst.

**THE CANADIAN MAIL.**  
The C. P. R. steamer *Empress of India* arrived at Yokohama at 9.30 a.m. on Monday, 15th inst., and left again at 3.30 p.m. same day for Kobe, where she was due to arrive at 4.30 p.m. on Tuesday, 14th inst.

## JOINT STOCK SHARES.

Hongkong, 15th August.

STOCKS.	No. of SHARES.	ISSUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30% div. & 10% bonus at 1/11th, = \$23.634 for 2nd half year '99	305 p. ct. pr. = \$3061
Bank of China & Japan, Ltd.	199,875	28	21	None	21.
Do. Deformed	1,250	21	21	None	25. 5s.
National Bank of China, Ltd.	19,970 A	210	25	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	29,953 B	210	25	2 1/2 at 1/11th = \$130 for 1899	\$27, buyers
Do. Founders' Shares	7,500 fda	21	21	None	\$20.
<b>MARINE INSURANCE.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1898	\$230, sellers
China Traders Ins. Co., Ltd.	24,000	\$93.33	\$25	10 p. ct. for 1898, end 30/4/99	\$75, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	20 p. ct. final = 10 p. ct. in all for 1898	\$15, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$50	30 p. ct. for 1898	\$121, sellers
Custom Insurance Office, Ltd.	10,000	\$250	\$50	30 p. ct. for 1898	\$131.
Straits Insurance Co., Ltd.	30,000	\$100	\$20	4 p. ct. for 1898	\$1.
<b>FIRE INSURANCE.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$0 for 1898	\$79, sellers
<b>SHIPPING.</b>					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ending 30/9/99	\$291, buyers
Indo-China S. S. Co., Ltd.	00,000	\$10	\$10	\$2 p. ct. final = 10 p. ct. on Ord. account '99	\$73, buyers
China & Manila S. S. Co., Ltd.	0,000	\$50	\$10	12 p. ct. for 1899	\$65, old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for 1899	\$18, buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Final of 3 p. ct. = 10 p. ct. for 1899	\$21, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. ct. & bonus of 3 p. ct. on Ord. account '99	\$210, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30/9/99	\$18, sellers
Shanghai Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. ct. on account of 1899	\$200, sellers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equal. Fund	\$115, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$30.
<b>MINE.</b>					
Panjin Mining Co., Ltd.	00,000	\$8	\$8	None	\$1, cum. call.
Do. Preference	30,000	\$1	\$1	None	\$1.
Societe Fran. des Char. bouanges du Tonkin	10,000	\$250	\$250	None	\$270, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	5 p. ct. half year ending 31/12/99	15 cts. sellers
Jelton Mining and Treas. Co., Ltd.	45,000	\$5	\$5	5 p. ct. (coupon 9)	\$8, buyers
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 s. 10 p. ct. 10th div. on 7/7/99	\$57, sellers
Olivera Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$23, sales and sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	\$5	\$5	None	\$23, sales and sellers
Do. Preference	70,000	\$1	\$1	First year	10 cts. sellers
<b>DOCKS, WHARVES, &amp; HONGKONG AND WHARF.</b>					
Hongkong and Wharves Co., Ltd.	12,500	\$125	\$125	30 p. ct. for 1899	\$12, p. ct. pr. = \$705
Hongkong and Wharves Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1899	\$91, old buyers
Wharf and G. Co., Ltd.	2,500	\$100	\$97	Int. of 3 p. ct. on account 1899 = 2 p. ct. for 1899	\$62 new, buyers
Wharf and G. Co., Ltd.	2,500	\$100	\$97	22 p. ct. for 1899	\$21, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$153, sales & buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$30	\$1 for 1899	\$25, sellers
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$44, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99	\$125, sellers
Humphreys Bat. & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1899	\$11, sellers
<b>COTTON MILLS.</b>					
Ever Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/99	Tls. 50
Internat. Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '99	Tls. 50
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	9,000	\$100	\$100	3 p. ct. on account '99	Tls. 375
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31/12/99	Tls. 40
Yehloong Cot. Spin. Co., Ltd.	7,500	\$100	\$100	None	\$23, sellers
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$23, sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1900	\$20, buyers
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$30.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 11 p. ct. for '99	\$15, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cts. per share	\$104, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. ct. for 1899	\$118.
Hongkong Rop. & Mfg. Co., Ltd.	10,000	\$50	\$50	\$10 for 1898	\$160, sellers
Geo. Fowick & Co., Ltd.	0,000	\$25	\$25	15 p. ct. for 1899	\$48.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. ct. on acct. 1900	\$163.
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/11/99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$80	3 p. ct. for 1899	\$83.
Carmichael & Co., Ltd.	2,000	\$25	\$20	\$1 for 1899	\$8.
H. & China Bakery Co., Ltd.	600	\$50	\$50	10 p. ct. for 1899	\$50, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$20, buyers
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$1	\$1	75 c. per share for 1899	\$13, sellers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$29 3/4 year ended 31/5/99	\$20.
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	80 cts. for 1899	\$0.50
Watkins, Limited	1,000	\$10	\$10	10 p. ct. for 1899	\$10.
Universal Trading Co., Ltd.	50,000	\$20	\$20	None	\$51, buyers

J. Y. V. VERNON, BROKER.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 15th AUGUST, 1900.

REGISTER, 14th AUGUST, P.M.							Wind.	Weather.
STATION.	Hour.	Lat. to sec. level and 100 fms.	Long. to sec. level and 100 fms.	Therm. surface.	Humidity.	Bar. at sea.	Direction.	Force.
Vladivostok	2 p.	—	—	—	—	—	SE	4
Tokyo	"	—	—	30.71	—	—	SE	4
Kobe	"	—	—	30.75	—	—	SE	4
Nagasaki	"	—	—	30.72	—	—	W	4
Kagoshima	"	—	—	30.75	—	—	W	4
Tsushima	1 p.	—	—	30.72	—	—	NE	8
Tsushima	"	—	—	30.65	—	—	N	4
Tsushima	"	—	—	30.63	—	—	NW	6
Koshu	"	—	—	30.71	—	—	E	6
Pescadore	"	—	—	30.69	—	—	N	8
Gutzlaff	3 p.	—	—	—	—	—	—	—
Sharp Peak	"	—	—	30.68	85	81	E	4
Amoy	"	—	—	30.64	88	84	ENE	5
Swatow	"	—	—	—	—	—	—	—
Canton	"	—	—	30.58	87	—	E	8
Hongkong	4 p.	—	—	30.58	87	89	W	10
Victoria Peak	"	—	—	—	—	—	N	2
Ship Rock	"	—	—	30.55	—	—	NW	1
Manila	1 p.	—	—	30.56	89	—	ENE	1
Haiphong	4 p.	—	—	30.57	70	100	SW	2
Manila	3 p.	—	—	—	—	—	SW	2
Malaita	"	—	—	30.62	75	—	SW	5
Bacool	"	—	—	30.63	87	—	SW	3
Cebu	"	—	—	—	—	—	SW	4
C. S. James	"	—	—	—	—	—	SW	4
15th AUGUST, A.M.								
Vladivostok	10 a.	—	—	—	—	—	—	—
Tokyo	"	—	—	—	—	—	—	—
Kobe	"	—	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—	—
Tsushima	5 a.	—	—	20.70	—	—	NE	4
Tsushima	"	—	—	20.63	—	—	—	0
Tsushima	"	—	—	20.62	—	—	E	2
Koshu	"	—	—	20.65	—	—	E	4
Pescadore	"	—	—	20.63	—	—	E	4
Gutzlaff	0 a.	—	—	20.69	84	83	ENE	2
Sharp Peak	"	—	—	20.69	86	73	ENE	4
Amoy	"	—	—	20.69	87	79	NNE	2
Swatow	"	—	—	—	—	—	—	b
Canton	"	—	—	20.66	86	92	—	0
Hongkong	10 a.	—	—	20.65	87	58	E	3
Victoria Peak	"	—	—	—	—	—	ENE	4
Ship Rock	"	—	—	20.65	—	—	ENE	5
Manila	"	—	—	20.65	93	—	NNE	1
Haiphong	7 a.	—	—	—	—	—	—	—
Manila	10 a.	—	—	20.69	81	92	1	1
Malaita	9 a.	—	—	—	—	—	SW	1
Bacool	"	—	—	—	—	—	SW	2
Ilolo	"	—	—	20.66	81	—	W	5
Cebu	"	—	—	20.78	85	—	SW	5
C. S. James	7 a.	—	—	—	—	—	—	0